

Today's
Advertisements.

THEATRE ROYAL.

CITY HALL.

Lessee and Proprietors:
Messrs. A. H. & E. J. POLLARD.

TO-NIGHT!

AND EVERY EVENING.

The first great event in the Colony of the
20th CENTURY.

Under the distinguished Patronage of
H.E. Sir HENRY BLAKE, G.C.M.G.

POLLARD'S

LILLIPUTIAN

OPERA Co.

OF 50 PERFORMERS.

LAST 3 NIGHTS OF

The enormously successful Military Musical
Comedy.

"A GAIETY GIRL."

POSITIVELY 2 MORE NIGHTS ONLY.

NEXT TUESDAY NIGHT,

The Musical Comedy.

"IN TOWN."

will be produced for the first time in the
Colony.

FOR 3 NIGHTS ONLY.

PLAN at ROBINSON'S. PRICES AS USUAL.

Doors Open at 8 P.M.

Performance starts punctually at 9 P.M.

Carrriages at 11.45 P.M.

The Star Ferry Co. has kindly consented to
delay the last ferry to 12.15.

Arrangements have been made with the Peak Tramway Co.
to run a Special Tram a quarter of an hour
after the Performance.

A. LEVEY, Business Manager.

A. H. POLLARD, Manager.

Hongkong, 19th January, 1901. [1514b]

HARMSTON'S GRAND CIRCUS

AND

ROYAL MENAGERIE OF WILD

ANIMALS.

THE SHOW FOR THE MASSES.

THE CROWNING CLIMAX OF A CREDI-

TABLE CAREER.

SIXTEEN CONSECUTIVE SEASONS

OF SUCCESS

SUBSTANTIATES ITS

STABILITY AND

SUPERIORITY.

NOT ONLY THE BIGGEST BUT THE

BEST.

The Leader in its Line.

THE GREATEST INDOOR EXHIBI-

TION.

Everything New but the Name for

THIS SEASON.

2 EXCLUSIVE FIRST TIME

FEATURES

LOCATION

(RECREATION GROUND

(Near the RACE COURSE).

DOORS OPEN at 8 P.M. COMMENCE at

9 P.M., Sharp.

N.B.—Positively no Half-price to Evening

Shows.

MATINEE every WEDNESDAY and

SATURDAY.

Children Half-price to all parts at Matinees

only.

Doors Open at 2.30 P.M. Performance at

3.30 P.M.

PRICES OF ADMISSION.

Box Seat \$3.00

Dress Circle 2.00

Stalls, Carpeted Seats 1.00

Gallery50

Europeans will not be allowed in the Gallery.

Box Office:—ROBINSON PIANO Co., Queen's

Road.

NOTICE

Late Train to Peak.

Late Ferry to Kowloon.

Mrs. HARMSTON LOVE, Proprietress.

ROBERT LOVE, Manager.

Col. CHAS. D. HICKS, Representative.

HANS DREWITZ, Agent.

Hongkong, 19th January, 1901. [64c]

THE American 4 masted Schooner

"COMMERCE."

621 tons net, now lying in the man-of-war anchorage

is open for a Charter.

Will be ready on or about the 24th instant.

Apply to

HOLLIDAY, WISE & CO.

Hongkong, 19th January, 1901. [90c]

OCCIDENTAL AND ORIENTAL STEAM-

SHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"COPTIC."

The above Steamship having arrived, Consignees

of Cargo are hereby requested to send in their

Bills of Lading for countersignature, and to

take immediate delivery of their Goods from

alongside.

Cargo impeding the discharge of the Vessel

will be landed and stored at Consignees' risk

and expense.

J. S. VAN BUREN,

Agent.

Hongkong, 19th January, 1901. [2]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their Goods

will be delivered from alongside.

Cargo impeding the discharge will be landed

at once.

Cargo remaining on board after the 23rd

instant, at 2 P.M., will be landed at Consignees'

risk and expense into the Godowns of the

Hongkong and Kowloon Wharf and Godown

Co., Limited.

Consignees of Cargo from SINGAPORE and

PENANG are requested to take IMMEDIATE

DELIVERY of their Goods from alongside;

such Cargo impeding the discharge of the vessel

will be landed and stored at Consignees' risk and

expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

DAVID SASSOON, SONS & Co.,

Agents.

Hongkong, 19th January, 1901. [181c]

Today's
Advertisements.THE PUNJON MINING COMPANY,
LIMITED.

NOTICE is hereby given that at a MEET-
ING of the BOARD of DIRECTORS
of the Company, held at the COMPANY'S
Office, No. 14, Des Vaux Road, Central
Victoria, Hongkong, on FRIDAY, the 4th day
of January, 1901, the following RESOLUTION
was passed:—

"That in pursuance of the Special Res-
olutions passed on the 8th day of Decem-
ber, 1900, and confirmed on the 24th day
of December, 1900, a Call of One Dollar
per Share be made upon all the Holders
of Ordinary Shares in the above Company,
and the same is hereby made. Such Call
to be paid to the Bankers of the Company,
the Hongkong and Shanghai Banking
Corporation, at their premises, Queen's
Road, Central, Victoria, Hongkong, on or
before the 20th day of February, 1901.

And Notice is also given that in Accordance
with Article 24 of the Company's Articles of
Association, interest at the rate of 5% per
Centum per Annum will be charged upon all
Calls remaining unpaid after the 20th day
of February, 1901, up to the actual dates of pay-
ment of the same.

Shareholders are requested to note that, upon
presentation at the Office of the Company of
the Bankers' receipt for payment of the Call,
and surrender of existing Certificates of the
Shares pertaining thereto, New Shares Certi-
ficates will be issued bearing an endorsement of
the payment of the said Call.

By Order of the Board of Directors.

W. F. GASKELL, Secretary.

Hongkong, 19th January, 1901. [89c]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SVATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HAI TAN,"

Captain Roach, will be despatched for the

above Ports, on TUESDAY, the 22nd instant,

at Daylight.

For Freight or Passage, apply to

DOUGLAS LAFRANK & Co.,

General Managers.

Hongkong, 19th January, 1901. [87c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR

SHANGHAI, NAGASAKI, HIOGO AND

YOKOHAMA.

THE Imperial German Mail Steamship

"SACHSEN,"

of the NORDEUTSCHER LLOYD.

Captain E. Oeschmann, due here with the out-
ward German Mail about the 23rd instant, will

leave for the above Places about 24 hours after

arrival.

NORDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Agents.

Hongkong, 19th January, 1901. [122]

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,

PERSIAN GULF, CONTINENTAL AND

AMERICAN PORTS).

THE Steamship

"PENINSULAR,"

Captain T. Leigh, carrying Her Majesty's Mails,

will be despatched from this for BOMBAY,

on SATURDAY, the 2nd February, at Noon,

taking Passengers and Cargo for the above

Ports.

Silk and Valuables, all Cargo for France,

and Tea for London (under arrangement) will

be transhipped at Colombo into the steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay without Transhipment.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,

Acting Superintendent.

Hongkong, 19th January, 1901. [1c]

NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND

STRAITS.

THE Steamship

"MERIONETHSHIRE,"

Captain Evans, having arrived from the

above Ports, Consignees of Cargo are hereby

informed that their goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, at Kowloon and stored at Consignees'

risk and expense.

No Claims will be admitted after the Goods

have left the Godowns and all Goods remaining

undelivered after the 26th instant, will be subject

to rent.

All broken, chafed and damaged Goods are to

be left in the Godowns, where they will be

examined on the 27th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 19th January, 1901. [88c]

EYE-SIGHT.

Mr. N. LAZARUS,

Occult-Optician, of London and Calcutta,

may be consulted for SPECTACLES

at 16, Queen's Road Central,

(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours:—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and

diseases affecting those advancing in life

occur to those having some deficiency in the

construction of the eyes—the many years of

"Eye Strain" ending in serious forms of disease.

Glasses specially adapted in youth to those

requiring them save and preserve the sight.

Constantly recurring headaches, signs of

dimness when reading, weak eyes, the letters

running together, any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVISE FREE [1453b]

Intimation.

A. S. WATSON & Co.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

SCOTCH WHISKY.

Per doz. Case.

A.—THORNE'S BLEND, White

Capsule \$10.80

B.—WATSON'S GLENORCHY,

MELLOW BLEND, Blue

Capsule, with Name

and Trade Mark 10.80

C.—WATSON'S ABELOUR GLEN-

LIVET, Red Capsule,

with Name and Trade

Mark 12.00

D.—WATSON'S H.K.D., BLEND

OF THE FINEST SCOTCH

MALT WHISKIES, Vio-

let Capsule 14.40

E.—WATSON'S VERY OLD LI-

QUEUR SCOTCH WHISKY,

Gold Capsule 15.00

THORNE'S BLEND and WATSON'S

GLENORCHY are high class Soda

Whiskies, of greater age than most

brands in the market.

ABELOUR GLENLIVET is a very old

Peat Whisky, (smoky) and could not

now be replaced in stock at the price

D. is well known for

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
IZUMI MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via Kobe and Yokohama.	WEDNESDAY, 23rd Jan., at 4 P.M.
WAKASA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	FRIDAY, 25th Jan., at Daylight.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	FRIDAY, 25th Jan., at 4 P.M.
HIROSHIMA MARU	MOJI, KOBE and YOKOHAMA.	WEDNESDAY, 30th Jan., at Noon.
BINGO MARU	KOBE and YOKOHAMA.	FRIDAY, 1st Feb., at Daylight.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 12th January, 1901.

HAMBURG-AMERIKA LINIE.

NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
SILESIA	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	9th February.	Freight.
PREIBURG	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 28th February.	Freight.
SAXONIA	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 5th March.	Freight.
BAMBERG	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 15th March.	Freight.
SIBIRIA	HAVRE and HAMBURG, (LONDON with transhipment in HAMBURG)	About 25th March.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTDAMPFER DIENST.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 7th Feb., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 2nd Mar., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 28th Mar., at Noon.

THE Twin Screw Steamship.

"AMERICA MARU" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 7th February, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th January, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA SHANGHAI, INLAND SEA OF JAPAN, ANI, HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Kvarven Wednesday | Jan. 23

THE Steamship.

"KVARVEN" will be despatched for SAN FRANCISCO and SAN DIEGO, via SHANGHAI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 23rd instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Francisco.

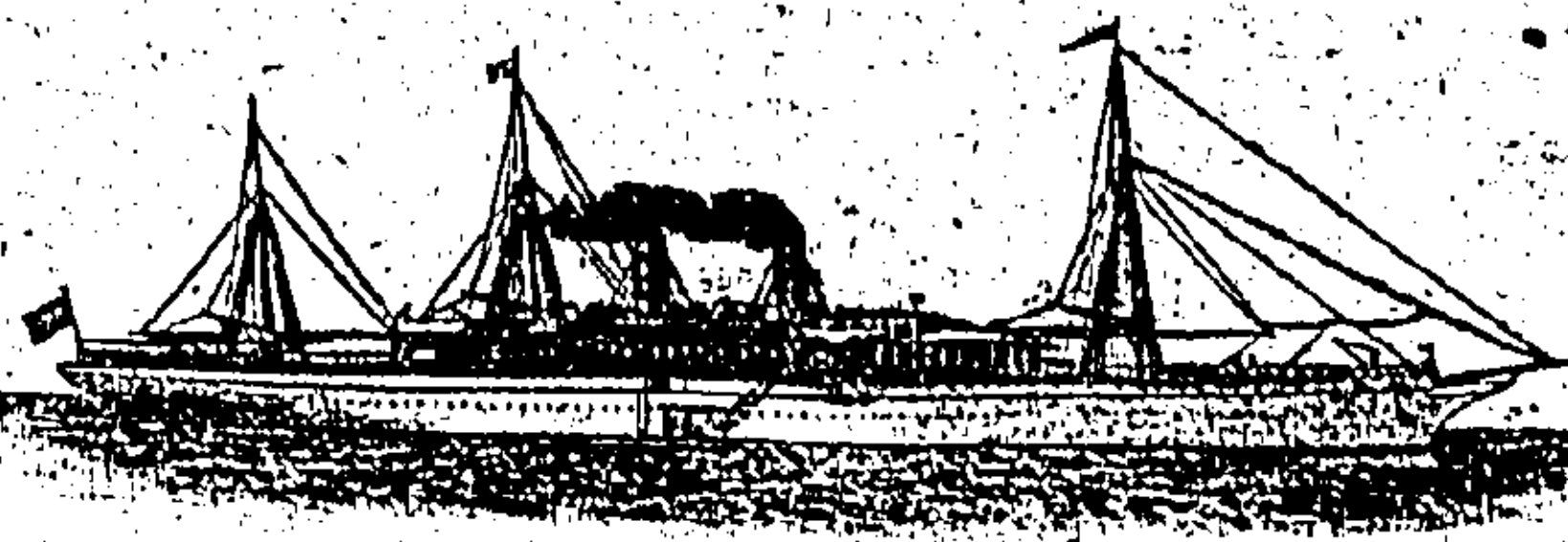
For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th December, 1900.

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY. THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 13th February.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guidebooks, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 16th January, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Capric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th January, at Noon.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 19th March, at Noon.

THE Company's Steamship.

"COPTIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 29th instant at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 7th January, 1901.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO.

VIA SHANGHAI, INLAND SEA OF JAPAN, ANI, HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Kvarven Wednesday | Jan. 23

THE Steamship.

"KVARVEN" will be despatched for SAN FRANCISCO and SAN DIEGO, via SHANGHAI, KOBE, YOKOHAMA and HONOLULU, on WEDNESDAY, the 23rd instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs, San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 28th December, 1900.

Mails.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
SHANGHAI	"SHANSHI"	21st January.
SAIGON	"NANCHANG"	22nd Jan., at Daylight.
NAGASAKI, KOBE and YOKOHAMA	"FOOCHOW"	23rd January.
MANILA	"SUNGKIANG"	24th January.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 19th January, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"RHIPES"	Day	22nd January.
"	"PROMETHEUS"	Day	5th February.
"	"ALCINOUS"	Palford	19th February.
LIVERPOOL (Taking Cargo at LONDON RATES).	"GLAUCUS"		16th February.
LIVERPOOL (Taking Cargo at LONDON RATES).			

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 19th January, 1901.

"SHIRE" LINE OF STEAMERS.

FOR KIOCHAU. THE Company's Steamship.

"MERIONETHSHIRE" Evans Commander, will be despatched as above on MONDAY, the 21st instant, at 5 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 18th January, 1901.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship.

"PERLA" Captain R. W. Almond, will be despatched as above on MONDAY, the 21st instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 15th January, 1901.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. THE Company's Steamship.

"YUENSANG" Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 22nd instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 16th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship.

"ANPING MARU" Captain S. Atsumi, will be despatched for the above Ports, on WEDNESDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 9th January, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE. THE Company's Steamship.

"MORAVIA" Captain Calabrese, will leave for the above places, on WEDNESDAY, the 23rd instant, at Daylight.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.

Hongkong, 15th January, 1901.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship.

"GUTHRIE" Captain McArthur, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 7th January, 1901.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA. THE Steamship.

"POLARSTJERNEN" will be despatched for the above Port, about the end of January and will be followed by the "FOLMINA" about the middle of February.

For Freight, apply to DODWELL & CO. LIMITED, Agents.

Hongkong, 16th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship.

"DAIJIN MARU" Captain T. Ogata, will be despatched for the above Ports, TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 19th January, 1901.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARRACHI, XEN, SUEZ, PORT SAID, FIUME & TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship.

"MARIA VALERIE" Captain Berberovich, will be despatched as above on THURSDAY, the 24th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 17th January, 1901.

NIPPON YUSEN KAISHA.

FOR MANILA. THE Company's Steamship.

"YAWATA MARU" (3,820 Tons Gross; Captain A. E. Moses) will be despatched for the above Port, on FRIDAY, the 25th instant, at 4 P.M.

This New Mail Steamer is specially constructed for service in the Tropics and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

Return Tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to A. S. MIHARA, Manager.

Hongkong, 17th January, 1901.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR FOOCHOW VIA SWATOW AND AMOY. THE Company's Steamship.

"AKASHI MARU" Captain K. Suzuki, will be despatched for the above Port, on WEDNESDAY, the 30th instant.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 16th January, 1901.

Notice of Firm.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE

I HAVE THIS DAY RESUMED CHARGE of the Company's Business.

W. H. RAY, Secretary.

Hongkong, 17th January, 1901.

To be Let.

GODOWNS TO LET.

AT WANCHAI and WEST POINT.

Apply to EDWARD OSBORNE, Secretary.

HONGKONG and KOWLOON WHARF and GODOWN CO., LIMITED.

Hongkong, 5th December, 1900.

TO LET—FURNISHED.

2 and 3, GOUGH HILL, PEAK, from middle of April.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 3rd January, 1901.

TO LET.

With Immediate Possession.

N.O. 6, RICHMOND TERRACE (a Six Roomed House).

Apply to LAU CHU PAU, Agent.

Hongkong, 17th January, 1901.

H.M.S. "GLORY."

H.M.S. *Glory*, the new first-class twin screw armoured battleship, which is to relieve the *Centurion*, as flagship of the China Squadron, arrived from Portsmouth yesterday. She is of 12,950 tons, carries 16 guns, has a crew of 802, and is of 13,500 indicated horse-power. The *Glory* is the smallest ship of the Great Britain class ever sent to the China Station. Built by Laird, at Liverpool, she has cost a good million or more. Compared with the *Centurion*, the battleship is the head-quarters of the present Commander-in-Chief of the China fleet, the *Glory* shows a considerable advance. She is 30 ft. longer, over 2,000 tons heavier, is better protected, and far more efficiently armed. The *Centurion's* main battery guns are of 10 in. calibre, while the *Glory's* are 12 in. of modern design, having a long range, and so mounted that they can be loaded in any position. This advantage is secured by having the loading chamber so constructed that it revolves with the guns. All that science and mechanical skill can do to secure rapidity of fire and staying power has been done for the *Glory*. She would be a very formidable enemy for any vessel to encounter. The ship is beautifully fitted. Before leaving Portsmouth she was fitted with wireless telegraphy apparatus, and by this means she maintained communication with the *Hedden*, until she was fifty miles from the port. The *Glory* narrowly escaped a serious accident at Portsmouth recently. As she was leaving the harbour, the steam was accidentally turned off from her steering engines, and she nearly rammed the training ship *St. Vincent* which had several hundred boys on board.

The following is the list of officers of H. M. S. *Glory*:

Captain	F. S. Inglefield
Commanders	W. B. Fawcaker
	G. E. E. Carey
Lieutenants	H. Christian
	F. L. Attenborough
	H. G. Innes
	W. W. Wilson
	M. R. Best
	A. R. W. Sartorius
Major R. M.	R. Percy
Captain R. M.	R. M. M. M.
Chief	C. E. L. Cowan
Chief Surgeon	C. E. Gough
Chief Engineer	H. Banks
Chief Steward	D. J. Bennett
Naval Officer	F. M. Broadbent, M.A.
Surgeons	H. Huskinson, M.B.
	J. G. Wallis, M.B.
Assist. Paym.	G. B. Keenan
Engineers	F. Pring
	H. R. Ricketts
Assist. Eng.	C. H. E. Taylor, (temp.)
	E. Groves
	F. J. Pedrick, (prob.)
	G. F. McEwen, (prob.)
Gunnery	M. R. Owen
	E. Croucher
	E. Groves, (act.)
Boatswain	W. R. J. Harris
	T. Graham
Carpenter	F. Jewel
Midshipmen	H. R. P. P.
	G. Blake
	F. A. Sommerville
	E. A. Digby
	A. D. Warrington-Morris
	C. P. Turle
	K. Triggs
	F. P. Dorman
	T. D. Dorman
	A. D. C. Cooper-Key
	J. F. C. Patterson
	C. V. L. Norcock
	C. P. Talbot
	G. H. Dennistoun
Clerk	C. A. Brown
Assist. Clerks	J. H. Finn
	W. J. Sims

THE GLASGOW EXHIBITION.

We have received from the General Manager some useful information regarding the forthcoming Exhibition at Glasgow during 1901. The buildings are now nearing completion, the plans of which were prepared by Mr. James Miller, of Glasgow, which design was awarded the first premium of 200 guineas in open competition. A London daily paper says that this Exhibition is likely to prove "a smoother of international friction."

The international character of the Exhibition can be best shown by tabulating the names of the countries whose official support has been secured, in addition to the Exhibits of the United Kingdom.

Russia.	Denmark.
France.	India.
Austria.	Western Australia.
Japan.	Canada.
Morocco.	Queensland.
Mexico.	British South Africa.
Persia.	South Australia.

While America will not be officially represented, manufacturers have taken considerable space in the Machinery Section. Some of the nationalities mentioned above are erecting special pavilions in addition to the space allotted to them in the main building. Russia, for example, is to have four, in order to fittingly display mining, timber, and other industries. One will be reserved for the display of the appointments of the Imperial estates, which are similar to the British Crown lands, and, by arrangement with the refreshment contractors, there will be a dining-room, in which dinners will be served in the Russian style, with wines, savouries, and other food products of the Empire which the Government are anxious to see introduced into other countries. Canada, too, is to have a special building, covering about 12,000 square feet, wherein to exhibit minerals, manufactures, agricultural products, and fruit in season. In the building to be occupied by the Japanese will be found a display of arts and manufactures, with native artisans at work illustrating some of the industries peculiar to that country. It will be surrounded by a Japanese garden, in itself a small attraction. Over 400 exhibitors are expected from France, whose exhibition is being organised by a Committee nominated by the French Government. Rhodesia's productions will include gold, industrial, and agricultural exhibits; Western Australia's display will include gold in various forms to the value of between £80,000 and £100,000; South Australia deals chiefly in wines; while the remainder will stage striking examples of their industries and resources.

We should imagine there are several firms in Hongkong who might exhibit, with advantage to the Colony, at the Glasgow Exhibition, such as Messrs. Jardine and Butterfield & Swire, who could show samples of sugar, Messrs. Shaw, Watson, and Co., cement, and Manila hemp ropes and hawsers. These manufactures occur to us at the moment, but of course there are others. Chinese firms could exhibit rattan and matting manufactures, and blackwood carved furniture. Altogether, we do not see why Hongkong should not participate with advantage in this Exhibition at Glasgow.

Below is a classification of Exhibits—

1. Raw material—Agricultural and Mining.
2. Manufactured Design and Manufactures.
3. Machinery, Tools, and Appliances.
4. Labour-Saving Appliances in motion.

5. Locomotion and Transport.
6. Marine Engineering and Shipbuilding.
7. Lighting and Heating.
8. Science and Scientific Instruments, Education, and Mus. c.
9. Sports and Sporting Appliances.
10. The Women's Section.
11. Fine Art, Scottish History, and Archaeology Section.

THE DUTCH QUEEN'S WEDDING.

The Dutch young and old, of all classes, are happy in the prospect of the approaching ceremony, which will give their beloved Queen a husband, and possibly the House of Orange a fresh lease of life. The ceremony will be unique in the history of the Netherlands, and bids fair to prove attractive to lovers of sight-seeing from all parts of the world.

Preparations, far-reaching in extent and thorough in their character, are being carried out apace, and activities hitherto unknown in this country are being displayed to get everything into order by the time the wedding occurs.

It is now nearly certain that the wedding will take place, as I informed you a short time back, on January 20th next. After the preliminary private ceremony of taking the signatures of the couple, which falls to the lot of the Burgomaster at The Hague, and will occur at the Palace in that city, the Queen will proceed to the church, the journey from the Palace to the "golden coach" will be employed, and it has been sent from Amsterdam to The Hague in readiness.

The proceedings at the church being completed, the newly-married couple will return to the Palace to breakfast, to participate in which meal a large number of Royal and official guests will be invited.

The two succeeding weeks the Royal pair will spend on their honeymoon at the Palace Het Loo, after which they will come here to Amsterdam, and elaborate preparations are being made to accord them a reception in keeping with the importance of this city as capital of the Netherlands.

Hitherto, whenever any of her Majesty's loyal subjects have suggested the making of a present to their Queen the proposal has been met by the official statement that it is a standing rule with her Majesty not to accept presents from her subjects. This rule has now been set aside, and the loyal subjects can gratify their desire to give to their hearts' content.

Throughout the length and breadth of the land committees—many of them ladies' committees—have been formed, with the object of deciding what share the offering from this or that particular district shall take.

A couple of days since a gathering of influential ladies, under the presidency of Mrs. W. Vening Meinesz, Den Tex, was held at the house of the Burgomaster here, to settle the present to be made to her Majesty upon her visit as an offering from the ladies of Amsterdam.

Mr. Vogel, in the pages of the paper "The Fatherland," has suggested that the various committees should form a national committee from their ranks, and in the name of the entire nation present the Queen with a villa on the sea-front at Scheveningen.

Those best able to judge say that her Majesty has inherited the strong will of her father, William III. He was a well-known, strong-willed to the extent of sheer obstinacy. On one occasion he directed that a grove of willows was to be planted near the Palace at Het Loo. Upon it being pointed out to him that willows needed a marshy ground, while the spot in question was dry and sandy, the plan was impracticable, he replied: "Never mind about marshy ground. It must be done! And so plans had to be prepared to bring water to the spot, and make it marshy."

In this respect she is quite a chip off the old block, for when they were proposing first this and then that one, her Majesty, who was tired of the whole thing, said to have exclaimed: "I will have the man of my own choice, the man I love, and no other, so there!" And so "there" it was, English ladies will admire her for her pluck.

Her Dutch Majesty is very accomplished. She plays, speaks several languages well, and sketches very cleverly.

She is very fond of sketching from nature, and before she was crowned she frequently used to stand near the window at the Palace at Amsterdam and sketch some of the scenes from the Dam, upon which the Palace looks.

The sincere interest which her Majesty has shown on all occasions, and which she still shows when brought in contact with the poorer classes of her people, has won her their hearts. The people called her "Ons Wilhelmienje," meaning "Our Little Wilhelmienje," and although she can no longer be considered "Little," the term of affection clings to her still.

Duke Henry of Mecklenburg-Schwerin is a soldier by profession, and a sportsman by choice. He is a lieutenant in the Prussian Life Guards, and also attached to the Mecklenburg Fusiliers. There is an old Dutch proverb for girls who are engaged which says, "See how your lover treats your relatives, for so will he treat you after marriage."

If that rule be applied to Duke Henry, then her Majesty will have no cause for regret in her choice. All who have been brought into contact with him speak in the highest terms of his good heart.

It is said he is a great supporter of local industry, and that he would never buy or order anything outside his own country. He is a splendid horseman, and indefatigable in the saddle, which fact, well known in his own district, gave rise to the following passage between him and his tailor.

"The Duke had gone to order a uniform and, as usual, went to a local man. While being measured he was struck with the thought of the monotony of a tailor's occupation.

"Say, friend," said he to the tailor, "how the deuce do you manage to endure sitting on that table, day in, day out?"

"The tailor, with the ready wit of his class, replied: 'Well, your Highness, it comes to much the same thing whether a man sits for a whole day upon a table or upon a horse.' The last, of course, referring to the Duke's long rides.

Wilhelmina and the Duke have many points in common. Neither is the issue of a first marriage, Wilhelmina being the daughter of William III's second wife, and the Duke the youngest child of a third wife. Both lost their fathers at an early age; both have been reared under the loving care of a widowed mother.

A story illustrating how the strong will of her Majesty was held in check when she was quite a child, says that Wilhelmina had one day given her mother offence by her wilful conduct. Her mother requested her to leave her presence, which she did.

A few minutes later a knock came at the door. "Who's there?" asked her mother. "It is I, Queen of the Netherlands!" replied the child. "I am not at home to the Queen of the Netherlands," replied her mother, "but can receive Wilhelmina."

"REO."

Reo was a short, squat Malay, with a face like a skate, but his eyes, which were long, narrow slits apparently expressing nothing but indifference to the world in general. But they would vibrate sometimes with a merry twinkle, when the old rogue would narrate some of his past villainies.

He came to Samoa in the old days, long before treaties, and Imperial Commissioners, and other gilded vanities were dreamt of by us poor, hard-working traders. He seemed to have dropped from the sky when one afternoon, as Tom Denison and some of his friends sat on Charley the Russian's verandah, drinking together, he walked up to them, sat down on the steps, and said "Good evening."

"Hallo!" said Schluter, the skipper of the *Anna Godfrey*, "who are you? Where do you come from?"

He waved a short, stumpy, and black clay pipe to and fro, and replied vaguely, "Oh, from somewhere."

Some one laughed, surmising, correctly enough, that he had run away from a ship. Then they remembered that no vessel had even touched at Apia for a month. Later on, he told Denison that he had jumped overboard from a Baker's Island gunboat, as she was running down the coast, and swam ashore, landing at a point twenty miles distant from Apia.

The natives in the various villages had given him food, so when he reached the town he was not hungry.

"What do you want, anyway?" asked Schluter.

"Some tobacco, please. And a dollar or two. I can pay you back."

"When?" said Hamilton the pilot, incredulously.

The pipe described a semicircle. "Oh, to-morrow night, before, perhaps."

He gave him some tobacco and matches, and four Bolivian "iron" half-dollars. He got up, and went across to Volker's combined store and grog shanty over the way.

"He's gone to buy a bottle of square-face," said Hamilton.

"He deserves it," said Denison, gloomily. "A man of his age who could jump overboard and swim ashore to this rotten country should be presented with a case of gin—and a knife to cut his throat with after he has finished it."

In about ten minutes the old fellow came out of Volker's store, carrying two or three stout fishing lines, several packets of hooks, and half a dozen fish biscuits. He grinned as he passed the group on the verandah, and then, squatting down on the sward near by, began to uncoil the lines and bend on the hooks.

Denison was interested, went over to him, and watched the quick, skilful manner in which the thin brown fingers worked.

"Where are you going to fish?" he inquired.

"The broad flat sea, up. 'Outside in the dam deep water—sixty, eighty fathoms.'"

Denison lent him, and went aboard the ancient, cockroach-infested craft of which he was the heart-broken supercargo. Half an hour later Reo paddled past the schooner in a wretched old canoe, whose outrigger was so insecurely fastened that it threatened to come adrift every instant. The old man grinned as he recognized Denison; then, pipe in mouth, he went boldly out through the passage between the lines of roasting fish into the tumbling blue sea.

At ten o'clock, just as the supercargo and the skipper were taking their last nap before turning in, the ancient slipped quietly alongside in his canoe, and clambered on deck. In his right hand he carried a big salmon-like fish, weighing about twenty pounds. Laying it down on the deck, he pointed to it.

"Plenty more in canoe like that. You want some more?"

Denison went to the side and looked over. The canoe was loaded down to the gunwale with the weight of fish—fish that the lazy, loafing Apians caught but rarely.

The old man passed up two or three more, took a glass of grog, and paddled ashore.

Next morning he repaid the borrowed money, and showed Denison fifteen dollars—the result of his first night's work in Samoa. The saloon-keepers and other white people said he was a treasure. Fish in Apia were dear and hard to get.

On the following Sunday a marriage procession entered the Karotongan chapel in Matafele, and Tarco (otherwise Reo) was united to one of the prettiest and least disreputable native girls in the town, whose parents recognized that Reo was a valuable son-in-law.

Denison was best man, and gave the bride a five-dollar American gold piece (having previously made a private arrangement with the bridegroom that he was to receive value for it in fish).

Reo's wife's relatives built the newly-married couple a house on Matafele Point, and Reo spent thirty-five dollars in giving the bride's local connections a feast. Then he was news spread, and cousins and second cousins, and various breeds of aunts and half-uncles travelled up to Matafele Point to partake of his hospitality. He did his best, but in a day or so, remarked sadly that he could not catch fish fast enough in a poor canoe. "I had a boat he could make fifty dollars a week," he said; "and with fifty dollars a week he could entertain his wife's honoured friends continuously and in a befitting manner. The relatives consulted, and thinking they had a good thing, subscribed, and bought a boat (on credit) from the German firm, giving a mortgage on a piece of land as security. Then they presented Reo with the boat, with many complimentary speeches, and sat down to chuckle at the way they would make the old fool work; and the old fool went straightway to the American Consul and declared himself to be a citizen of the United States, and demanded his country's protection, as he feared his wife's relatives wanted to jew him out of the boat they had given him.

The Consul wrote out something terrifying on a big sheet of paper and tacked it on to the boat, and warned the surprised relatives that an American man-of-war would protect Reo with her guns, and then Reo went inside his house and beat his wife with a canoe paddle, and chased her violently out of the place, and threatened her male relatives with a large knife and fearful language.

Then he took the boat round the other side of the island and sold it for two hundred dollars to a trader, and came back to Apia to Denison, and asked for a passage to Tutuila; and the German firm entered into and took possession of the mortgaged land, while the infuriated relatives tore up and down the beach, demanding Tarco's blood in a loud voice. Tarco, with his two hundred dollars in his trousers pocket, sat on the schooner's wall and looked at the mad mob without ill-feeling.

Denison landed the ancient at Leone Bay on Tutuila, for he had taken kindly to the old scoundrel, who had many virtues, and could give points to any one, white or brown, in the noble art of deep-sea fishing. This latter qualification endeared him greatly to young Tom, who, when he was not employed in keeping the captain sober, or bringing him round after an attack of *d. h. h.*, spent all his spare time in fishing, either at sea or in port.

Reo settled at Leone, and made a good deal of money buying copra from the natives. The natives got to like him, and he was such a conscientious old fellow. When he hung the baskets of copra on the iron hook of the stea-

yard, which was marked to weigh up to 150 lb., he would call their attention to the marks as they moved the heavy "pea" along the yard. Then, one day, some interfering Tongan visitor examined the pea, and declared that it had been taken from a steelyard designed to weigh up to 400 lb. Reo was so big at the insinuation that he immediately took the whole apparatus out beyond the reef, in his boat and indignantly sank it in fifty fathoms of water. Then he returned to his house, bade his wife (he had married again) a sorrowful farewell, and said his heart was broken by the slanders of a vile Tongan pig from a mission school. He would, he said, go back to Apia, where he was respected by all who knew him. Then he began to pack up.

Some of the natives sided with the Tongan, spine with Reo, and in a few minutes a free fight took place on the village green, and Reo, bold in his doorway, and watched it from his narrow, pig-like eyes; then, being of a magnanimous nature, he walked over, and asked three stout youths who had beaten the Tongan into a state of unconsciousness, and were jumping on his body, not to hurt him.

About midnight Reo's house was seen to be in flames, and the owner, uttering wild, weird screams of "Fia oia! Fia oia!" ("Mercy! Mercy!") fled down the beach to his boat, followed by his wife, a large fat woman, named appropriately enough Taumafu (Abundance). They dashed into the water, clambered into the boat, and began pulling seaward for their lives. The villagers, thinking they had both gone mad, gazed at them in astonishment, and then went back and helped themselves to the few goods saved from the burning house.

As soon as Reo and the good wife were out of sight of the village, they put about, ran the boat into a little bay further down the coast, planted a bag containing seven hundred dollars, with the best of the trade goods (saved before the fire was discovered), and then set sail for Apia to "justice from the Consul."

The Consul said it was a shocking outrage; the captain of the U.S. ship *Adirondack* conspired, and so the cruiser with the injured sail-faces "Reo" and his wife, steamed to Leone Bay, gave the astonished natives twelve hours to make up their minds as to which they would do—pay Reo one thousand dollars in cash or have their town burnt. They paid six hundred—all they could raise—and then in a dazed sort of way set out to meditate as they saw the *Adirondack* steam off again.

Reo gave his wife a small share of the plunder and sent her home to her parents. When Tom Denison next saw him he was keeping a boarding house at Leuaka, in Fiji. He told Denison he was welcome to free board and lodging for a year. Reo had his good points as I have said—Sollis Becket in the *Pall Mall Gazette*.

ENGLAND'S TEA TRADE.

THE GREATEST CONSUMER IN THE WORLD.

A Parliamentary Paper issued recently contains some interesting facts about the latest developments in the tea trade. It states, on the authority of the Board of Trade, that the consumption of tea in the United Kingdom exceeded that of all other European countries and of the United States put together.

The four large tea-producing countries are China, Japan, British India and Ceylon. British India and Japan are the only two countries where any complete statistics of production exist. The statistics of exports for the last three years show that China is still the largest exporter of tea, though the quantity exported is by no means as large as it used to be; thus in the period 1884-86 the amount of tea exported from China averaged 282 million lbs., while in the period 1897-99 it averaged 209 million lbs., a decrease of 26 per cent. Meanwhile the exports of tea from the three other producing countries have been constantly increasing of late years; in the case of both British India and Japan exports have doubled in the last sixteen years, while in the case of Ceylon the export which is now nearly 130 millions, was in 1884 only two millions of pounds. It appears that the tea produced in British India and in Ceylon is sent mostly to the United Kingdom, whereas the larger part of the tea exported from China goes to Russia, either overland or by sea; also in some measure to the United States, where the bulk of the tea exported from Japan also goes.

From a tabular statement showing what has been the per capita consumption of tea during the last three years in the principal countries of Europe and in the United States, as well as in the British Colonies of Australasia and in the Dominion of Canada, it appears that in the United Kingdom nearly 6 lbs. of tea per head of the population are consumed. Sixteen years ago the per capita consumption amounted to, approximately, 5 lbs. There is no other European country where such a per capita consumption is approached. Indeed there is no other European country with the exception of Holland where the consumption of tea exceeds the per head in Russia and in the United States also, which are the other two largest tea-consuming countries, the consumption amounts to under 1 lb. per head; in France the total quantity of tea consumed is under two million lbs., or 0.5 lbs. per head of the population; and in Germany it is six million lbs. or 1.1 of a lb. per head of the population. There is also a considerable consumption of tea in the British Colonies of Australasia, and in the Dominion of Canada, and although the total quantity consumed is not nearly so large as that of the Mother country, yet it is relatively large as compared with the present population of those Colonies. More particularly is this the case in Australasia, where the consumption of tea at the present time averages over 7 lbs. per head of the population. In the Dominion of Canada, the per capita consumption is at present under 5 lbs.

The United Kingdom, then, is the centre of the tea trade. In the last 16 years, that is, between 1884 and 1899, the total amount of tea imported into Great Britain has risen from 224 million lbs. to 289 millions, an increase of 29 per cent. During the same period the amount of tea re-exported has fallen from 45 millions to 32 millions, showing that England has lost in some measure the re-export trade which it formerly had, and that more tea is now sent to its ultimate destination direct than was the case some years back. During the last sixteen years the amount of tea entered for consumption in Great Britain has risen from 175 million lbs. in 1884 to 242 millions in 1899, an increase of 38 per cent. As already stated, the consumption per head during the same period has risen from approximately 4.5 lbs. per head to 6 lbs., the declared value of the tea at the time of landing having at the same time fallen from 114d. per lb. in 1884 to 84d. Of the total amount of tea at present imported into Great Britain—viz. in 1899, 257 million lbs.—40 millions of lbs. only are at present imported from foreign countries (China, Japan, and etc.), and 249 millions from the British possessions, India, and Ceylon; or, in other words, 74 per cent. of the tea imported comes from British possessions, and 86 per cent. from British possessions. The amount of Chinese tea imported into the United Kingdom for home consumption has very largely fallen off of late years, indeed as lately as 1892 it amounted to 53 million lbs., or

about twice as much as in 1899. Of the 6 lbs. of tea which is the present yearly per capita consumption in Great Britain, approximately 5 lbs. are Indian tea, 2 lbs. Ceylon tea, while the remaining 1 lb. is of foreign origin—chiefly Chinese—*Advocate of India*.

FOOTBALL MATCH IN SOUTH AFRICA.

SOLDIER'S HUMOUR.

Treating the South African War as a football match, Private W. G. Hilborne, of the 2nd Gloucester Regiment, has sent home the following original and humorous account—

GRAND INTERNATIONAL FOOTBALL MATCH. FINAL FIVE FOR THE CHAMPIONSHIP OF SOUTH AFRICA.

TEAMS: British Empire (Roberts, goal), Daden-Powell and White (backs), Hunter, Kitchener, and Dundonald (half backs), Butler and Clerly (right wing), French (centre), Methuen and Kelly-Kenny (left wing).

Transvaal and Orange Free State: Kruger (goal), Cronje and Steyn (backs), Botha, Prinsloo and Olivier (half backs), de Wet, an "Viljoen (right wing), Joubert (centre), Snyman and Viehebis (left wing).

Referee: Public Opinion. Kick-off, October 11, 1899.

This match was the attraction of the season, and was played on the home team's ground in South Africa. The last time these teams met was in 1881, when the match ended in a very unsatisfactory manner. This time the visitors brought over 200,000 supporters of the game and were without doubt a team that anyone would be proud of.

The home team won the toss for choice of grounds, and Joubert kicked off. They at once became aggressive, and were getting dangerously near the visitors' goal, but White at back was playing a sound game, and repelled attack after attack when the home team seemed bound to score; in fact, the visitors' backs, "B.P." and White, were playing grandly, and although the home forwards were in the visitors' territory, they failed to score. The Empire forwards now began to get into their stride, and French, working like a machine round his opponents, completely beat Cronje, and with a swift lightning shot, he found the net with a heavy kick (Kimberley). Soon after this goal, Cronje was dismissed the field (Paardeberg), thus weakening the home defence. Butler, who had all along been playing a steady game, was now seen to advantage, and although being stopped several times in his grand rushes, he came back again and again, and shattering his opponents' defence, came dashing on, and by a superhuman effort, entirely his own, scored a grand goal (Ladysmith). Soon after, the home team lost the services of their best player, Joubert, a strong wind was now blowing across the field, thus giving the left wing of the visitors a chance to show their abilities. Kelly-Kenny and French were now very prominent with some splendid work, and were passing beautifully. The home team repeatedly tried to stop the grand combination, but all their efforts proved futile. Kelly-Kenny then transferred to French, and that famous player again showed his sterling qualities by scoring another goal (Bloemfontein). The play was now in the home team's territory, and the visitors' forwards were pressing when the whistle blew for half time, with the score:

British Empire 3.
Transvaal and Orange Free State 0.

The teams now appeared on the field to contest the second half of the game. The home team's supporters were in despair for they saw that, bar accidents, their pets would lose the game. The visitors were playing with a confidence that was a treat to see, while the home team resorted to dirty tactics (abusing the white flag). Try how they would, the home team could not stem the pressure which the visitors' forwards put into the game. French again got possession, and tricking the half-backs, promptly made the game secure by scoring another grand goal (Johannesburg). Baden-Powell, the mainstay of the Empire's defence, was now transferred to the front rank. His heroic defence had been the admiration of all, and he completely demonstrated to the spectators that he could play forward as brilliantly as back. Some very fast play was now seen, the ball travelling with lightning velocity towards the goal. The visitors made a grand combined rush, and after some splendid play in front of goal, the ball was sent into the net amidst the cheers of thousands (Pretoria). The home team were completely staggered, and Kruger, their goalkeeper, left his net at the mercy of his opponents. The home team contended that the goal was "off-side," but the referee ruled otherwise. The whistle now blew for time, the score being, after a hard-fought game:

British Empire 3.
Transvaal and Orange Free State Nil.

The feature of the struggle was the splendid all-round play of the visitors, who received a tremendous ovation. Unfortunately, the home's custodian disappeared with the gate-money just before the conclusion of the match.

LIPTON'S ECONOMICAL EATING-HOUSES.

PROOF OF THE RISE OF PRICES IN ENGLAND. The Morning Leader has the following concerning Sir T. Lipton's effort to feed the submerged tenth and those a little higher in the social scale.

"The Hotel de Lipton, after a brief reign of nearly twelve months, has raised its prices, and the hungry East end worker will no longer be able to get his dinner with two 'veggs' for 4d. On November 26th the interior of the Trust was decorated with big red and white posters, setting forth to all whom it concerned that for the future the 4d. lunch would be 5d. 'We are compelled to do it,' said the secretary to a Leader representative, 'owing to prices having risen so all round. It is absolutely necessary that the Trust should not be run at a loss, and so the committee put a lid on the vegetables.'"

"Does this mean that the diner is compelled to pay 5d. for his food?"

"Certainly not. If he chooses to do with only one vegetable the original price will be charged. As it is we charged 4d. less for meat than anywhere else, but some people think that the Trust should be run at a loss, and if this were so there would soon be no Alexandra Trust, and the grumblers would be 'beating the bush' off as ever, they were." In answer to the question as to whether the raised prices were likely to be a permanency, the secretary replied that it was impossible to say. After all, 5d. for soup, a piece of bread, two vegetables, a cut of the joint, and some pastry, can hardly be called an exorbitant price.

OTHER CONCERNS FOLLOWED SUIT. It is not only in Sir Thomas Lipton's Trust that the hardening of prices, due to the war, is leading up the price tariff. An article in the

Daily Telegraph upon Coffee-House prices appeared on the 22nd Nov., and we give extracts from it below. It will be noticed that the old price of tea and coffee of the mill is in danger of being raised, and the extra duty has undoubtedly something to do with the decision. The extract is as follows:—

"It appears quite likely that in the near future there will be a general rise in the prices of various articles of food served up at London coffee-houses. A short time ago a movement was set on foot, if not exactly with this view, at least with the object of bringing about matters of this kind more concerted action amongst members of the trade than seems to have prevailed hitherto. The new organisation may be stated briefly that

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars and Conditions of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on

MONDAY, the 21st day of January, 1901, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary's Office,
Hongkong, 15th January, 1901. [60c]

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 21st day of January, 1901, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, Kowloon, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of Her Majesty the Queen, for one further term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Square Feet.		Annual Rent.		Upset Price.	
No. of Sale.	Locality.	N.	S.	E.	W.	ft.	ft.	ft.	ft.
1,172	Mong Kok Tsui	47.6	169	169	7,600	85	7,600		

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, on

WEDNESDAY, the 23rd day of January, 1901, at 11 A.M. NAVAL YARD, SUNDRY NAVAL AND VICTUALLING STORES, OBTAINED AND CONDEMNED.

Comprising—
OLD IRON, PAPER STAFFS, RAGS, CANVAS, CLOTHING, IMPLEMENTS, &c., &c.
Also Several Lots of CHINA SUITABLE for Hotel and Boarding houses, &c., &c.

TERMS—As Usual.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 17th January, 1901. [76c]

PUBLIC AUCTION.

MESSRS. HUGHES AND HOUGH have received instructions from the Owner to Sell by PUBLIC AUCTION, on

FRIDAY, the 25th day of January, 1901, at 3 o'clock P.M., at their SALES ROOMS.

ALL THAT Piece or Parcel of GROUND situate lying and being at Victoria, in the Colony of Hongkong, and registered in the Land Office as INLAND LOT No. 1096, together with the Messuage or Tenement Erections and Buildings thereon known as "HALDON," BONHAM ROAD, held from the CROWN for a term of 999 years from the 25th day of December, 1893.

Total Area 65,815 Square feet, Crown Rent \$300 per Annum.

For further Particulars and Conditions of Sale, apply to

Messrs. JOHNSON, STOKES and MASTER,
Solicitors for the Vendor, or to
The Auctioneers.
Hongkong, 2nd January, 1901. [7c]

PUBLIC AUCTION.

THE Undersigned will Let by PUBLIC AUCTION, on

SATURDAY, the 26th day of January, at 3 P.M., on the SPOT.

The Several Lots numbered 1 to 19 on plan to be seen at the AUCTIONEER'S OFFICE for erection of BOOTHS and MATSHEDS on the GOVERNMENT GROUND adjoining the RACE COURSE, North of the Grand Stand Enclosure.

TERMS—Cash.

For Conditions of Sale, apply to
HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 18th January, 1901. [84c]

Masonic.

A MASONIC BALL will be held in the CITY HALL, on MONDAY, the 4th February, 1901.

Subscription Lists will be found in the Clubs and leading Stores of the Colony.

For further Information apply to the Under-
signed.

E. W. MITCHELL,
Hon. Secretary,
15, QUEEN'S ROAD.
Hongkong, 17th January, 1901. [78c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co.
Hongkong, 28th May, 1890. [30c]

AMERICAN MACHINERY.

WE have OPENED a MACHINERY DEPARTMENT, and are prepared to furnish Pumps, &c., on STEAM ENGINES, GAS and OIL ENGINES, BOILERS, PUMPS, LATHES, DRILL PRESSES, PLANERS, PNEUMATIC TOOLS, WOOD WORKING MACHINERY, HOISTING MACHINERY, SAW MILLS, MACHINIST'S SMALL TOOLS, BUILDER'S HARDWARE, &c.

Made in AMERICA (U.S.A.)
Prices quoted f.o.b. New York, or c.i.f. Hongkong.

REUTER, BROCKELMANN & CO.,
Hongkong.
1st January, 1901. [33c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "SHANGHAI" FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 20th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 14th January, 1901. [5c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "BANCA" FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *Calcedonia*.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 21st instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 15th January, 1901. [5c]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "CITY OF RIO DE JANEIRO," are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wharfedale and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 23rd instant will be subject to rent.

No Fire Insurance has been effected.

J. S. VAN BUREN,
Agent.
Hongkong, 16th January, 1901. [1c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "COROMANDEL" FROM BOMBAY, COLONBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex S.S. *China* and *Valita*.
From Persian Gulf, ex S.S. *Kilina*, *Nasari* and *Panda*.
From Zanzibar, &c., ex S.S. *Kala*.
Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY.

Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 18th January, 1901. [5c]

"FOR THE BLOOD IS THE LIFE."

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORE

IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, and Sores of all kinds, It is a never-failing and permanent Cure. It Cures Old Sores, Cures Sores on the Neck, Cures Sores on the Face, Cures Sores on the Legs, Cures Blackheads or Pimples on the Face, Cures Scurvy, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all impurities, Matter, From whatever cause arising. It is a real specific for Oint and Rheumatic pains. As this Mixture is pleasant to the taste, and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD.

Clarke's Blood Mixture is sold in Bottles at 2d. each, and in Cases containing six times the quantity, are sufficient to effect a permanent cure in the most distressing cases. It is sold by ALL DRUGGISTS, and by the Proprietors, LITTLE & BROWN, 1, Abchurch Lane, London, E.C. 4, and by the Proprietors, LITTLE & BROWN, 1, Abchurch Lane, London, E.C. 4, and by the Proprietors, LITTLE & BROWN, 1, Abchurch Lane, London, E.C. 4.

CLARKE'S BLOOD MIXTURE.

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and adulterations are sometimes put off by unprincipled vendors. The words "Little and Brown" are engraved on the Government Stamp, and Clarke's Blood Mixture is blown in the bottle, WITHOUT WHICH NONE ARE GENUINE.

Intimations.

WANTED.
A DOCTOR FOR THE CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY'S STEAMER "BELGIAN KING."
Apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 17th January, 1901. [79c]

PIANOFORTE LESSONS.
MISS M. MARQUES DA SILVA begs to notify that she undertakes to give LESSONS in PIANOFORTE to LADIES and CHILDREN.
Terms vary Moderate.
Enquiries by Letter, care of OFFICE of This Paper.
Hongkong, 17th January, 1901. [80c]

BOOKKEEPER.

WANTED, a GOOD BOOKKEEPER, must be quick and experienced.

Apply to
ROBINSON PIANO CO., LIMITED.
Hongkong, 31st December, 1900. [1543b]

WANTED.

WANTED about the 25th February, 1901, a Competent EUROPEAN NURSE, to take charge of Three Children (aged Four years, Two and a Half years and Ten months, respectively) on voyage to England. Passage and Expenses paid. References required.

Apply by Letter to
"W,"
27A, Beach Street, Penang.
9th January, 1901. [44c]

MITSUI BUSSAN KAISHA.

No. 6, Le House Street, Praya Central.

Head Office: TOKIO.

Branch Offices: LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

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Milki Coal Mines.
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The Osaka Shosen Kaisha, Ltd.
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Kanagafuchi Cotton Spinning Mills.
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Tokio Cotton Spinning Mills.
Mitsui Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.
Mitsui Bussan Kaisha, Ltd.
M. T. FUNE, Manager.
Hongkong, 17th January, 1901. [45c]

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAUPTEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 17th May, 1896. [18c]

NEW GOODS.

PLENTY IN HAND.

D. NOMA,
No. 12, Beaconsfield Arcade,
Opposite the City Hall.
Hongkong, 30th April, 1900. [41c]

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

EASTMAN'S KODAKS AND FILMS.

Sole Agents for CLEMENT'S WHEELS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" IS THE BEST.

30, QUEEN'S ROAD, Watson's Building.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

Sole Agents for Louis Audemars' Watches awarded the highest prizes at every Exhibition; and for Van der Grinten and Son's CELEBRATED OPERA GLASSES.

MARINE GLASSES AND SPYGLASSES.

30, QUEEN'S ROAD, Watson's Building.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 9th March, 1901. [37c]

The Share Market.

LATEST QUOTATIONS.

(January 1901).

Companies. Paid up Capital. Latest quotation.

Banks.

Hongkong & Shanghai Banking Corporation, Ltd. \$125 355 1/2 premium

The Bank of China & Japan, Limited. £ 5 Nominal

The Bank of China & Japan, Limited. £ 4 1/2

The Bank of China & Japan, Limited. £ 1 1/2 1/2 buyers

National Bank of China, Ltd. £ 1 1/2 1/2 buyers

Do. Founders. £ 1 1/2 1/2 buyers

Marine Insurance Co., Ltd. £ 50 \$245 buyers

China Traders' Ins. Co., Ltd. £ 25 \$36 buyers

North China Ins. Co., Ltd. £ 25 \$117 1/2

Vangstee Ins. Assn. £ 60 \$115 buyers

Canton Ins. Office, Ltd. £ 20 \$145 buyers

Strait Ins. Co., Ltd. £ 20 \$1

Fire Insurance.

Hongkong Fire Ins. Co., Ltd. £ 50 \$315 sales

China Fire Ins. Co., Ltd. £ 20 \$85 sellers

Shipping.

Hongkong, Canton, & Macao Steamship Co., Limited. £ 15 \$34

Indo-China Steam Navigation Co., Ltd. £ 10 \$161

China & Manila S.S. Co., Ltd. £ 20 \$31 sellers

Douglas Steamship Co., Ltd. £ 50 \$47 sellers

China Mutual S.S. Co., Ltd. £ 10 \$12 buyers

China Mutual S.S. Co., Ltd. £ 10 \$12 buyers

China Mutual S.S. Co., Ltd. £ 5 \$27 buyers

Star Ferry Co., Ltd. £ 10 \$30 buyers

"Shell" Transport & Trading Co., Ltd. £ 1 £34.0

Refineries.

China Sugar Refining Co., Ltd. \$100 \$115 sales

Luzon Sugar Refining Co., Ltd. \$100 \$40

Mining.

Panjoon Mining Co., Ltd. £ 8 \$33 sellers

Panjoon Mining Preference Shares. £ 1 \$1

Société Française des Charbonnages du Tonkin. £ 250 \$325 sellers

Queen Mines, Ltd. 25 cts. 5 cents

Jebeu Mining and Trading Co., Ltd. £ 5 \$6.30 sales

Raub Allain Gold Mining Co., Ltd. 17s. 10d. \$47 sellers

Oliver Freehold Mines, Ltd. A. £ 5 \$2

Oliver Freehold Mines, Ltd. B. £ 5 \$14

Great Eastern & Caledonian Gold Mining Co., Ltd. £ 5 5 cents

Do. (Preference). £ 1 30 cents

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd. \$125 587 1/2 pm. buy.

Hongkong & Whampoa Dock Co., Ltd. \$50 \$91

Wanchai Warehouse & Storage Co., Ltd. \$37 1/2 \$62 ex div.

New Amoy Dock Co., Ltd. \$6 \$21 buyers and Buildings.

China Provident Loan & Mortgage Co., Ltd. £ 10 \$94 ex div. buy.

Hongkong Land Investment & Agency Co., Ltd. \$100 \$200 sellers

Kowloon Land and Building Co., Ltd. £ 30 \$8 buyers

West Point Building Co., Ltd. £ 50 \$51 sellers

H'kong Hotel Co., Ltd. £ 50 \$123 sales

Oriente Hotel Co., Ltd. £ 50 \$82 sales

Humphrey's Estate & Finance Co., Ltd. £ 10 \$13

Cotton Mills.

Hongkong Cotton Spinning & Dyeing Co., Ltd. £100 \$15

Ewo Cotton Spinning & W. Co., Ltd. Tls. 100 Tls. 50

International Cotton Mfg. Co., Ltd. Tls. 100 Tls. 55

Lao-kung-mow Cotton Spinning & Weaving Co., Ltd. Tls. 100 Tls. 65

Soy Chee Cotton Spinning Co., Ltd. Tls. 100 Tls. 325 buyers

Yahloong Cotton Spinning Co., Ltd. Tls. 100 Tls. 50

Alumina, Limited.

La Commercial, Ltd. \$500 200 1/2 premium

Hensiana Limited. \$500 150 1/2 premium

La Favorita. \$500 40 1/2 premium

Miscellaneous.

Green Island Cement Co., Ltd. \$10 \$20

China-Borneo Co., Ltd. \$15 \$33

A. S. Watson & Co., Limited. \$10 \$123 sales

Hongkong Electric Co., Limited. \$10 \$123 sales

Hongkong Electric Co., Limited. \$5 \$64 buyers

Hongkong and China Gas Co., Ltd. £ 10 \$18 buyers

Hongkong Rope Manufacturing Co., Ltd. \$50 \$170 sellers

Geo. Fenwick & Co., Ltd. £ 25 \$59 sellers

H'kong Ice Co., Ltd. \$25 \$176 buyers

H'kong High Level Tramways Co., Ltd. \$100 \$160

Dairy Farm Co., Ltd. £ 50 \$57 buyers

Campbell, Moore and Co., Ltd. £ 10 \$20

Bell's Asbestos East-ern Agency, Ltd. £ 1 1/2 \$4 buyers

United Asbestos Oriental Agency, Ltd. \$4 \$74 sales and

Carthage & Co., Ltd. £ 20 \$86 buyers

Tobacco Planting Co., Ltd. £ 5 \$3

Universal Trading Co., Ltd. £ 5 \$54

H.K. Steam Water-boat Co., Ltd. £ 5 \$5

BENJAMIN, KELLY & POTTS, Share Brokers, Telephone No. 148.

VISITORS AT THE HONGKONG HOTEL.

HOTEL.

Allen, Mr. J. H. Klamberg, Mr. & Mrs. B.

Andrews, Mr. D. A. Buengle, Mr. and Mrs. and family.

Antonic, Mr. L. E. Laing, Mr. W. D.

Apar, Mrs. A. A. Lambton, Mrs. R. S.

Apar, Mrs. W. S. Lesche, Mr. T. E.

Bancroft, Capt. & Mrs. Levey, Mr. A.

Bell, Mr. and Mrs. O. Lewis, Mr. A. R.

Beringer, Mr. F. J. G. Little, Major, W. R.

Black, Mrs. R. P. Little, Major, W. R.

Bonner, Mr. E. Long, Mr. & Mrs. D. M.

Borthwick, Mr. & Mrs. Macfarlane, Dr. J. W.

Branch, Mr. B. MacLaren, Mr. J. W.

Brown, Mr. J. W. Mallory, Lt.-Col.

Bruce, Admiral and McIntosh, Mrs. C. L.

Buck, Capt. and Mrs. Miller, Miss

Burnie, Mr. C. M. G. Morrison, Mr. J. C.

Chester, Mrs. Mould, R.E., Mr. C. F.

Clark, Dr. & Mrs. F. Newhall, Mr. H. W.